

STUDEBAKER "SIX" SETS NEW AUTO COASTER RECORD

Toboggans Twenty-One Miles Down San Jose Mountain Before Coming to a Stop.

As a method of comparing the merit of various friction-reducing devices, coasting matches have been, for the past season or two, a motoring sport of growing popularity.

With ignition sealed and cut off, cars are started at the top of a hill and allowed to coast until they stop.

Some astonishing records have been set, most striking of which is undoubtedly that of Tom Fuller, of San Francisco, who, in his Studebaker "Six," accompanied by Jack Tahaney, recently coasted from the summit of Mt. Hamilton clear into the city limits of San Jose, a total distance of twenty-one miles.

There is an excellent though tortuous highway to the summit of Mount Hamilton. Fuller and Tahaney made the ascent without special interest, making careful observations as they went. At the top, in order to eliminate any possible doubt regarding the record they might set, they removed from both rear wheels the shafts of the full-floating rear axle, thus cutting off any possible application of power.

The emergency brake was released, and, as the car stood on a slight declivity, immediately began rolling. The first part of the ride was the most exciting, as the grades are very steep. Drivers on this descent customarily use motor compression to aid the brakes, but Fuller had to depend on his brakes alone, his motor being disconnected.

At several points the road winds very close to the top of a cliff. Around two of these the Studebaker fairly whizzed, despite the fact that both wheels were locked. The last pitch was almost straightaway, however. Down this Fuller let the car slide at nearly sixty miles an hour—a speed ample to carry it over the first of the rises encountered on the trip.

The remainder of the coast was generally down hill, but with many dips and climbs. Each climb was, however, slightly less than the coast which preceded, so the Studebaker could attain enough momentum to make it. Several times the car slowed down dangerously, just as a summit was reached, but on each occasion the downward grade started it rolling again.

In several places long stretches of level highway were reached, and it was not until the car encountered a considerable up-grade in San Jose, following a long level coast, that it came to a stop, the odometer registering 21.1 miles.

A remarkable feature was the fact that despite the free use of the brakes, the drums were not heated nor the coverings worn at the end of the run.

AUTO ATOMS

Two effective ways of establishing ownership of motor cars and discouraging thefts of being used by many motorists. One is to have initials of the owner cut in the headlight glass; the other is to brand the owner's mark in the tires.

There is now a running-board refrigerator with an ice capacity of twenty-five pounds, and a compartment for food and bottled goods.

A disappearing tonneau seat which will carry an extra passenger and folds out of the way when not in use is inviting attention from discriminating motorists. At present it is on several of the higher-grade cars.

The particular male motorist may now have a flat motor-car toilet case. The flat shaving brush is quite as efficient as the round one, when one learns how to use it.

"Camp Cookery" is a handy book for those who carry a cooking kit with them and camp by the wayside.

For cool night traveling the most comfortable innovation is a llama hat in Tyrolean shape. A woven band with a fluffy tassel makes a good trimming.

"AUTOMATIC SALESMAN" IS A POPULAR FELLOW

A salesman who mutely offers automobile accessories and tire repair materials, but has success in that kind of selling, is making a great hit in many sections of the country. He is the "automatic salesman" put out by the B. F. Goodrich Company.

The "automatic salesman" is an attractive little showcase for the dealer or repair man to set up in his place of business. All the dealer has to do is to work the cash register.

Recent reports show that more than 500 of these "automatic salesman" are working in all parts of the country, and the call for their services is stronger than ever.

Working on the "talk little and do much" principle, these "salesmen" are said to be wondrous, for they say absolutely nothing and simply "sell the goods."

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NEW WIRELESS TRUCK OF U. S. SIGNAL CORPS

Apparatus With a Range of 500 Miles Can Be Set Up and Put in Operation in Twelve Minutes.

Washington, D. C., July 25.—A remarkable advance in the construction of portable wireless sets for army field service has been made by the Signal Corps of the United States Army. For the next field operations of the army there is available a wireless truck which can be set up for use in twelve minutes and send messages within a radius of 500 miles under favorable conditions.

The truck was built especially for the Signal Corps by the White Company, of Cleveland. In tests that have already been made, this set has received messages from points 2,500 miles distant. The electrical pressure reaches 30,000 volts at the top of the antenna. The great range of the new equipment and the speed with which it may be brought into action is due to the employment of a powerful electric generator driven through a train of gears by the thirty-horsepower motor of the White truck.

The generator delivers electric current of 500 cycles at 110 volts, and from 18 to 32 amperes. This current is interrupted by the relay, operated by the sending key, and is transformed so that it leaves the side of the wireless truck at a pressure of 22,000 volts, and an amperage varying from 5 to 12. As the current rises to the top of the antenna the voltage rises to approximately 30,000, while the amperage approaches zero.

The radiation under these conditions gives a sending ability from 200 miles under the worst conditions in day time, up to 500 miles under good conditions obtained in the early hours of the morning, when there is less electrical disturbance, due to electrical plants of various kinds.

The antennae is of the umbrella type, mounted at the top of an eighty-five-foot mast, which is built in nine sections. The first, or top, section is raised by hand, but the other sections are lifted by a block and tackle suspended from struts mounted on a platform on the roof of the truck. These struts are quickly detachable when not in use. The guy wires are attached to the fifth section of the mast. When disassembled, the nine sections of the mast are carried in long compartments built along both sides of the truck. The counterpoise, or artificial ground, consists of heavy insulated wires radiating from a common center, to which is attached the ground wire of the wireless set. For convenience in grounding there is a socket on the outside of the truck body into which a ground wire plug fits.

The truck has been subjected to many interesting tests, and the wireless officers are pleased with its work. It was sent to the practice camp of the heavy field artillery at Tobyhanna, Pa., last month, where artillery guns, set up on one side of a mountain, fired over the mountain at targets on the opposite side. During this test the wireless truck was used to send messages from Tobyhanna to Washington.

Prior to the artillery practice, it was tested in Washington, and messages were received from Boston, Brooklyn, Key West, Porto Rico and ships at sea. At the same time the operators took up one end of a conversation between the operator of the big station at Arlington and the Honolulu station in the Pacific Ocean.

CALIFORNIA'S HIGHWAY TO FAMOUS LAKE RESORTS

The completion of the California State Highway around the southern portion of Lake Tahoe, gives motorists an opportunity of making the delightful trip to any of the famous lake resorts between Truckee and Fallen Leaf, formerly reached only after a tedious trip by stage. It makes an interesting side trip for tourists in the Western section of the Lincoln Highway.

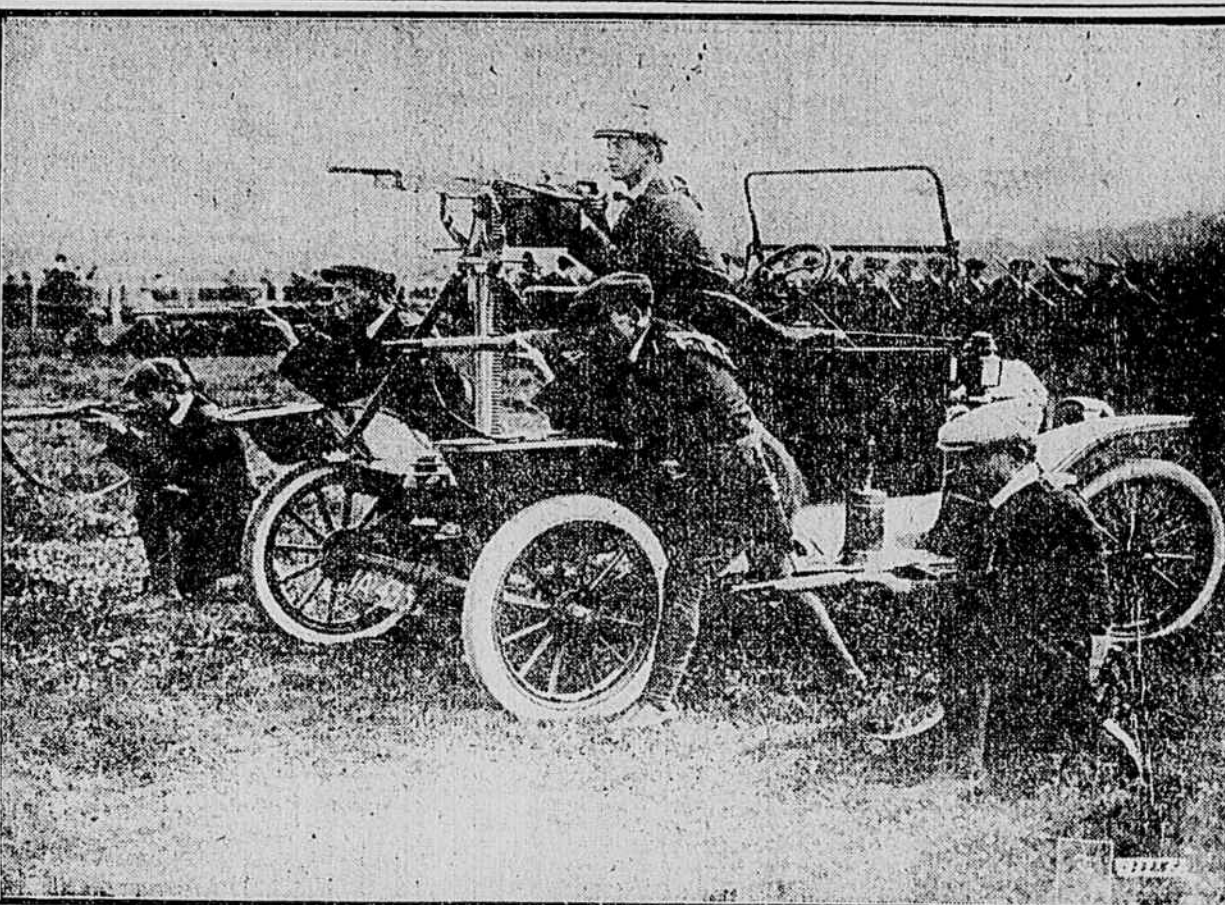
The route leads along the Truckee River for fifteen miles, and then around the southwestern portion of beautiful Lake Tahoe, passing around Emerald Bay and reaching Cascade Lake, which is 430 feet above the level of Tahoe.

But the roads to this new paradise furnish difficulties enough to discourage the most optimistic driver in all except midsummer months. Heavy snows caused by the high altitude make the mountain roads practically impassable during the cooler seasons.

Early in June several pleasure cars managed to reach the summit, but all heavier vehicles were forced to abandon the trip because of the condition of the roads. The first motor stage to make the trip this year was a Willys Utility truck, which made the ascent late in the month. The truck wore a new pair of tire chains to threads in

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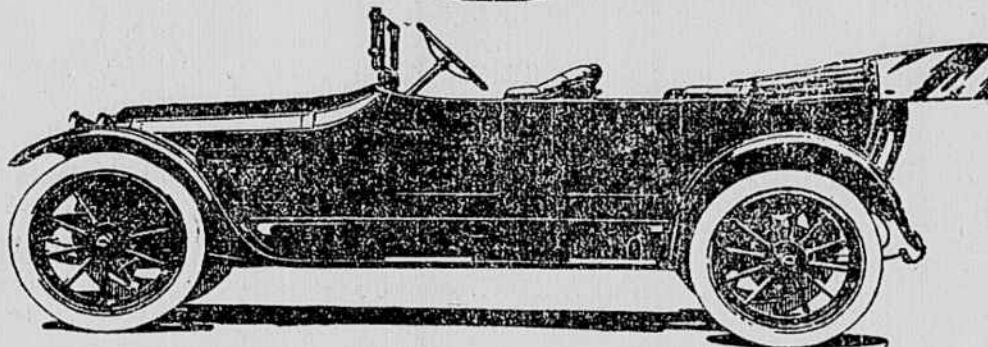
DETERMINED ULSTERMEN AND THEIR NEW COLT MACHINE GUN MOUNTED ON AN AUTO



The photograph shows one of the most modern of Colt machine guns mounted on an automobile, and was seen in the recent mobilization of the Ulstermen at Belfast.

one-third of a mile of heavy going. It was necessary to shovel away the snow added to the difficulties of the ascent from the front axle, in order to keep and made traction almost impossible. The truck is operated by the Lake Tahoe Auto Stage Company, which is using it on a daily round trip between Truckee and Fallen Leaf Lodge.

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"Gee, this is the car for a long-legged chap like me to drive" (a contractor.)

"What is it that makes the car run over bumps with so little jouncing?" (the wife of a merchant.)

"That's *some* engine" (an out-of-town visitor.)

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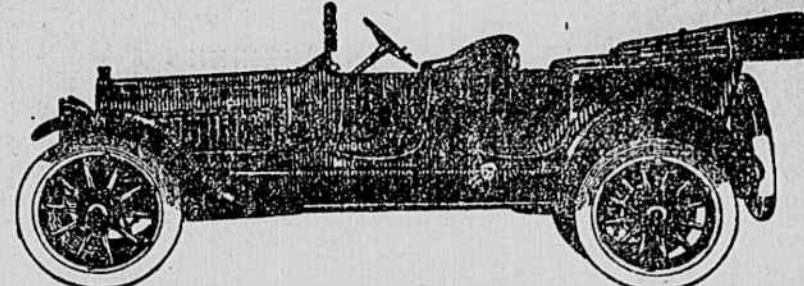
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